

This Service Information bulletin supersedes S.I. B 09 05 01 dated November 2005.

Changes to this revision are identified by a black bar.

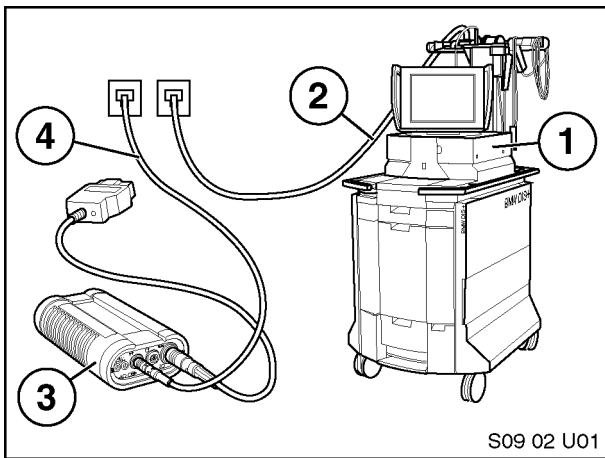
The Service Information address procedures, that need to be followed when programming or coding a vehicle using Progman. These procedures are summarized as follows:

- **General Rules for Programming**
- **Procedure A:** Must be followed anytime a new control module is installed
- **Procedure B:** Must be followed for software update without having new modules installed
- **Procedure C:** Troubleshooting
- **Procedure D:** Resetting and Correcting CBS Data
- **Procedure E:** Coding

For additional information on programming with CIP and PROGMAN refer to **SBT 00 03 03(054)**. Function changes after programming are outlined in **SBT 00 09 04(109)**.

**General Rules for Programming:**

- Since the introduction of Progman the SSS operates as a programming server. GT1/ DISplus can be used to remote control the SSS. Therefore, CIP 15.0 or higher has to be loaded on the GT1/Displus.
- Since Progman V20.00.00, all models can be programmed by starting Progman.
- **The use of OPS/OPPS heads is mandatory for E60/61, E63/64, E65/66 and all cars following the E90. All other vehicles like E85 (Z4), E83 (X3) and all other i-Bus vehicles must be programmed using the diagnostic head.**
- E65/E66: The fuel tank has to be filled up or the fuse "F73" in the fuse box in the trunk has to be disconnected (programming of vehicles with less fuel can cause damage of the fuel pump)
- Engine must be off and cooled down (trans oil < 85°C)
- Date and time must be set correctly in the DISplus/GT1 or Software Service Station (SSS) ("Administration"-button on initial startup screen to check and modify)

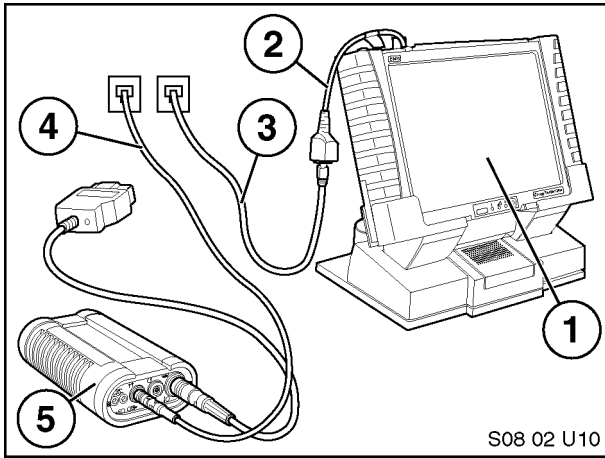


- Diagnostic head / OPSS must be hard wired to the network drop to ensure uninterrupted programming. (Do not use radio connections)

- 1: DISplus or SSS
- 2: SI LAN cable
- 3: Diagnostic head or OPS/OPPS
- 4: DK LAN cable

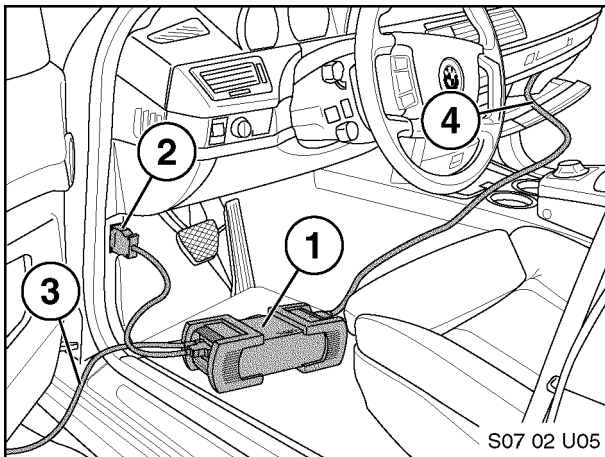
S09 02 U01

GENERAL RULES FOR PROGRAMMING



- 1: GT1
- 2: LAN Adapter BT 1:1
- 3: SI LAN cable
- 4: DK LAN cable
- 5: Diagnostic head

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For optimum programming speed, use the OPS/OPPS diagnostic and programming head (1) connected to the SSS. The OPS/OPPS allows parallel programming.

The OPS/OPPS head must be connected in this order to:

1. DK LAN cable
2. The MOST bus connector using cable (4) P/N 663 121
3. The vehicle diagnostic connector using the short OBD cable (2) P/N 663 111. **NOTE THAT THE LONG VERSION OBD CABLE MUST NOT BE USED FOR PROGRAMMING – PROGRAMMING WILL ABORT IF THIS CABLE IS USED.**

S07 02 U05

- The DK LAN cable must not be guided through any open window of the car. It will be damaged during automatic window initialization.
- All electrical consumers must be off
- All control units must be installed and functional
- Carry out a “short test” using DISplus/GT1 Diagnosis to identify and rectify any present complaints and all fault codes must be cleared.
- Park the vehicle where it does not obstruct (programming may take up to 4 hours)
- Approved battery charger must be attached and switched on
- Windshield wipers must be unobstructed (they will activate during programming)
- Car must not be disturbed during programming (trunk lid, doors, windows etc)
- Diagnostic system must not be disconnected during programming
- All stored FM and AM stations must be noted
- Print out the CKM (Vehicle and Key Memory) settings – this does not apply to E90

**Procedure A.** This procedure must be followed anytime a new control module is installed (see attachment #1 “Flowchart for programming with CIP”):

1. If SSS is used to control the Programming Session directly, continue with step 4.
2. If remote functionality of Displus/GT1 is used to control the Programming Session, select **“Coding/Programming”**.

**SSS selection**

**SSS overview (total: 1)**  
Please select from the following list an SSS to which your terminal is to be connected.  
**Note:** Programming sessions are performed from the selected SSS. Select if possible the SSS that shows the lowest load.

Operating status	Sessions available	Version CIP	SSS name	IP address	External SSS
usable	0 / 5	16.00	SSS_36760	170.34.228.36	

3. Select an available SSS in the network.

Please select SSS in the table

**Progman**

Home Administ End Change Help Hardcopy



**New session** Acc. to name Acc. to status

Start a new session or select one from the right-hand list.

4. Press **“New Session”** on the Progman Homepage screen to start CIP.

**Interfaces**

Home Administ Hardcopy

Status	Interface name	Version	IP address	External interface
⚙	OPP36760	5.08	170.34.228.37	
📄	OPSLYBLU	5.08	170.34.228.35	
📄	ZU346RD	3.88	170.34.228.12	
📄	OPPS_BLU	5.08	170.34.228.13	
📄	ZUA24BLU	3.88	170.34.228.17	
📄	DK20	3.88	170.34.228.19	

Interfaces  
Overview  
Configuration  
Interface update  
Self-test  
External interface

5. Select the correct diagnostic head/OPS/OPPS out of the list, then name the session.

6. Choose the model.

**CIP** E6S W6AG1 634821/PS2878 Terminal ID: Terminal IS

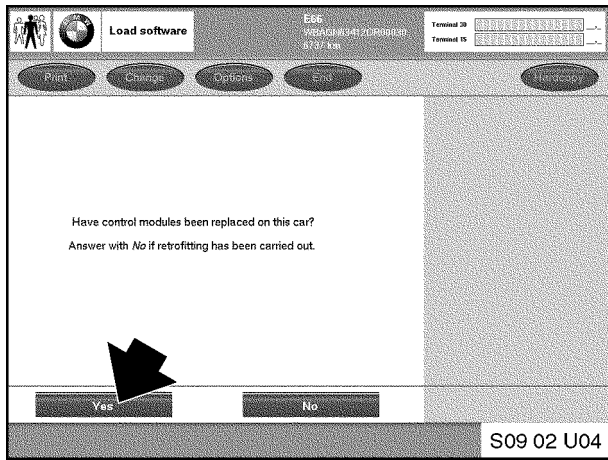
Termin CIP Load SW CKM Management Hardcopy

**Program SELECTION:**

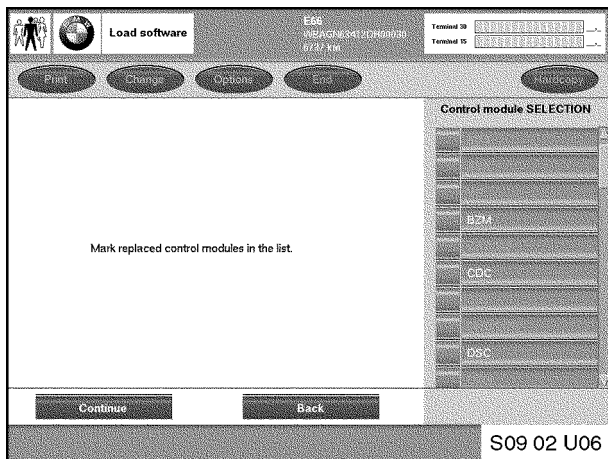
1. Termin CIP
2. Load software:
  - Control modules coding
  - Control modules programming
  - Retrofitting
3. Car & Key Memory (CKM):
  - Vehicle individualization
4. Management:
  - Display/print previous status reports

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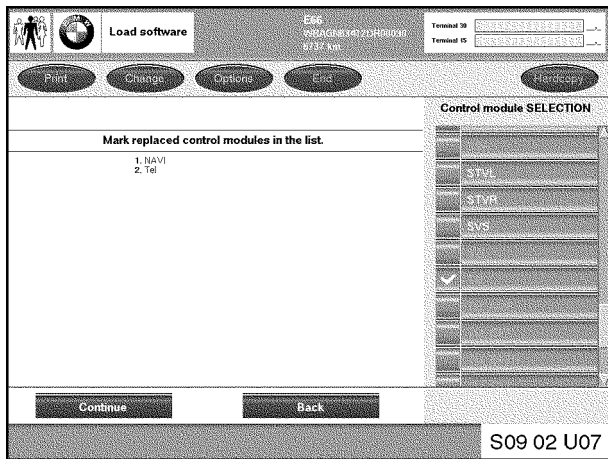
7. Press **“Load SW”** at the screen with the text **“Program SELECTION:”**



8. Answer **“Yes”** at the screen with the text *“Have control modules been replaced on this car? Note: For retrofits press No”*.

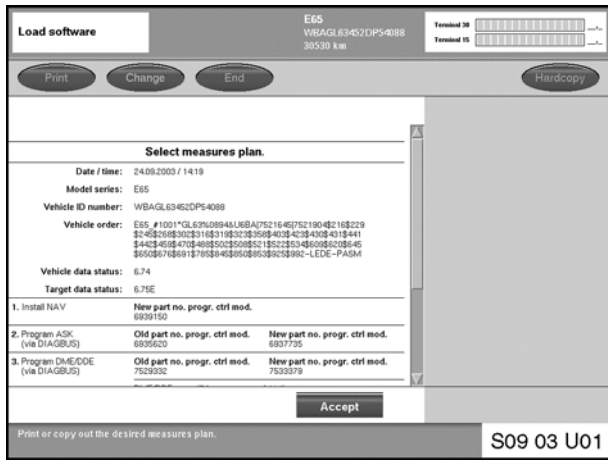


9. At the screen with the text *“Mark replaced control modules in the list”* mark all control modules, which have been replaced (ON E65/E66 also mark “NAV”, if new NAV software has been installed).

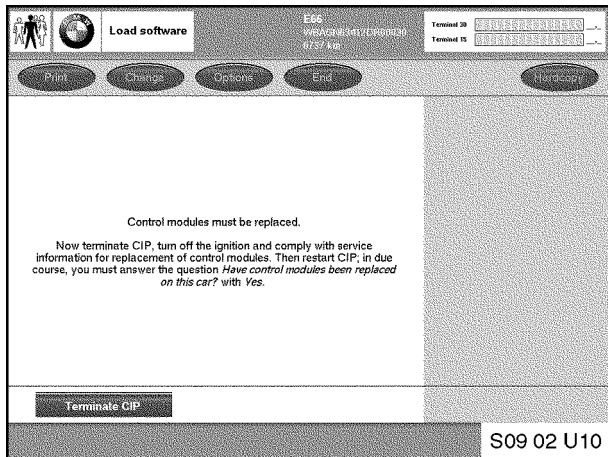


10. and press **“Continue”**.

11. Make sure that the ignition is turned on and confirm the appropriate messages.

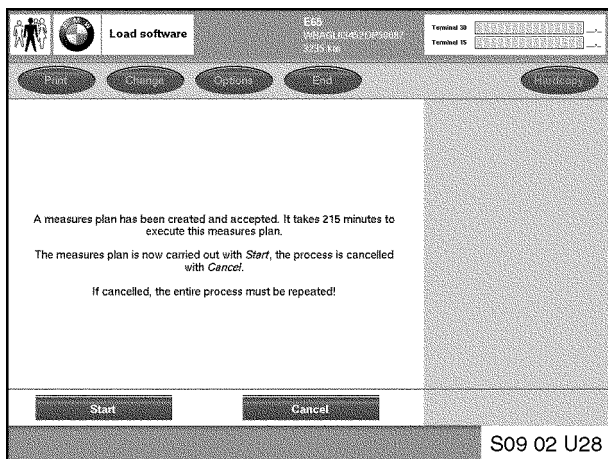


12. The Measures Plan is then displayed. It shows the current *Vehicle data status* and the *Target data status*
13. **Print out the Measures Plan and attach it to the Repair Order to document the work performed!** It is very important to be able to refer back to the Measures Plan at later stages of programming.

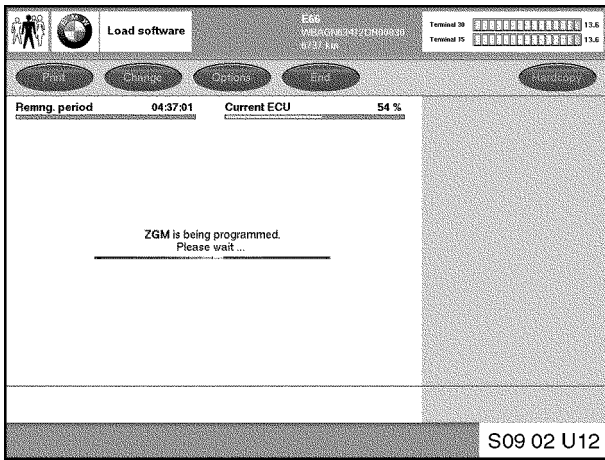


- 14a. If the Measures Plan identifies any control modules to be replaced, **“Terminate CIP”** and replace any listed control modules and restart procedure **A.** at step 1.

- 14b. If the Measures Plan identifies any control modules to be “Installed”, refer to C. “Troubleshooting” Situation 2.
- 14c. If the Measures Plan lists only control modules to be programmed (no control modules to be replaced) press **“Accept”** and continue with step 15.



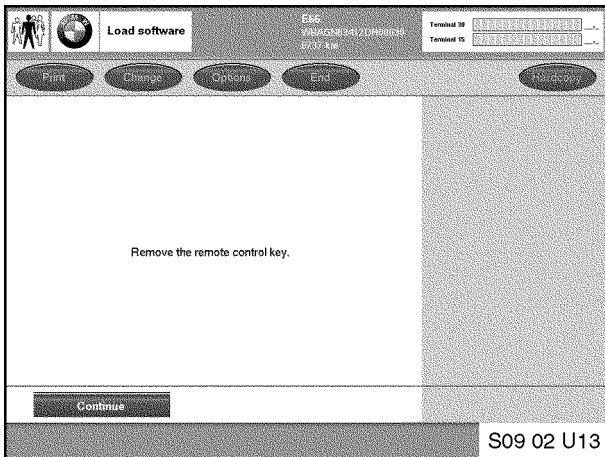
15. The next screen displays the approximate programming time.
  16. Before starting programming, ensure that nobody will disturb the car while programming, also the windshield must be unobstructed because the wipers can move during programming.
  17. Press **“Start”** and follow the on-screen instructions to prepare the vehicle for programming.
- Each control module will be programmed and coded in turn.



Screen shows programming status together with battery voltage (KL15 and KL30) in top right corner of the screen.

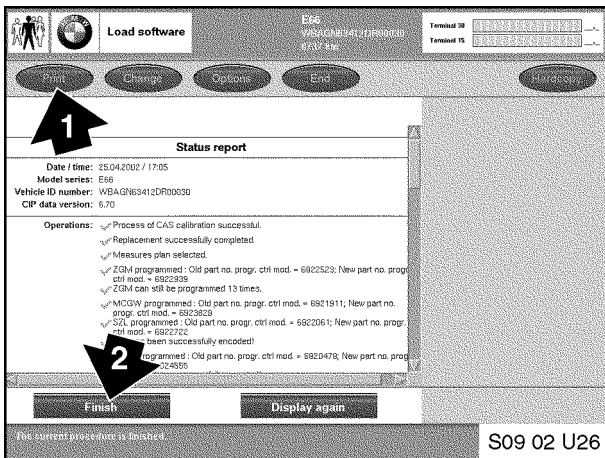
In case of parallel programming the two modules that are programmed at once are shown side by side.

Note: Not every programming session makes use of parallel programming. This depends on the software level and the equipment of the vehicle.



- Note: If CAS appears in the Measures Plan it will be the first module to be programmed. It is programmed with ignition off. Follow the on-screen prompts to remove the key.

18. After programming has been completed, follow the instructions for initializing or adjusting the programmed modules. If the procedure needs to be carried out using "Diagnosis", **print out the appropriate instructions** for later reference.



19. Print out (1) the screen with the text "*Final report*" and attach it to the Repair Order to document the work performed. It is very important to be able to refer back to the "Final Report" at later stages of programming. Press "*Finish*" (2).

20a. In the case where the Final Report identifies some modules with an "x", refer to Procedure C. "Troubleshooting" Situation 3.

20b. In the case where the Final Report identifies all modules have been programmed correctly (all check marks, and all troubleshooting has been completed) continue with step 21.

21. Press "**Change**"

22. Press "**Vehicle**"

23. Press "**Complete veh. coding**" and follow on-screen instructions for coding the entire car and the related initialization procedures.

24. Compare the current CKM settings with the printout produced before programming and adjust them if there are differences.

- Carry out the additional adjustment or initialization in diagnosis for the programmed modules (e.g. ARS, AFS) and refer to the printouts of step 18.
- For **BMW Assist™** initialization refer to SI B84 15 03
- Any replaced control modules that do not function correctly, may require additional initialization. Refer to the appropriate Functional Description in the DISPlus/GT1 for the initialization procedure.
- Check the CBS data in the vehicle Control Display. Refer to attachment #3 “CBS Plausibility Check Sheet” for plausible values based on either the vehicle mileage, or the age of the vehicle

Note: The age of the vehicle can be calculated by noting the vehicle production date on the vehicle “B” pillar, and subtracting this from the current date (in months).

- Reset and correct any CBS values that are not plausible (see Procedure D)
- Switch to “Diagnosis”, clear fault codes and check functionality (not necessary if all faults could be cleared using CIP).
- Remove the remote control key
- After CAS goes to sleep (start/stop button light goes out) recheck for stored fault codes.

**Procedure B.** This procedure must be followed when software is to be updated, but no control modules have been replaced (see attachment #1 “Flowchart for programming with CIP”).

1. If SSS is used to control the Programming Session directly continue with step 4.
2. If remote functionality of Displus/GT1 is used to control the Programming Session select “**Coding/Programming**”.

3. Select an available SSS in the network.

SSS selection

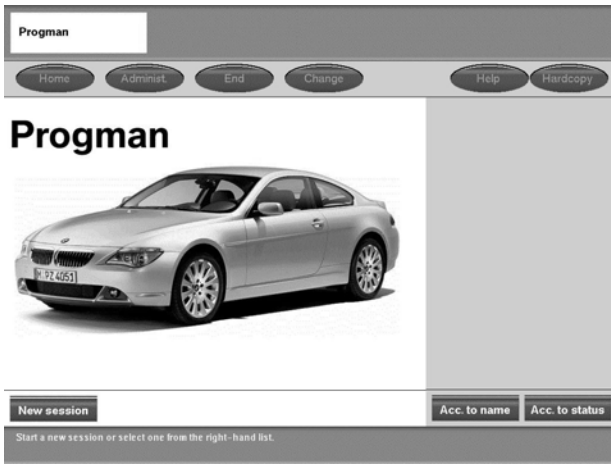
**SSS overview (total: 1)**

Please select from the following list an SSS to which your terminal is to be connected.

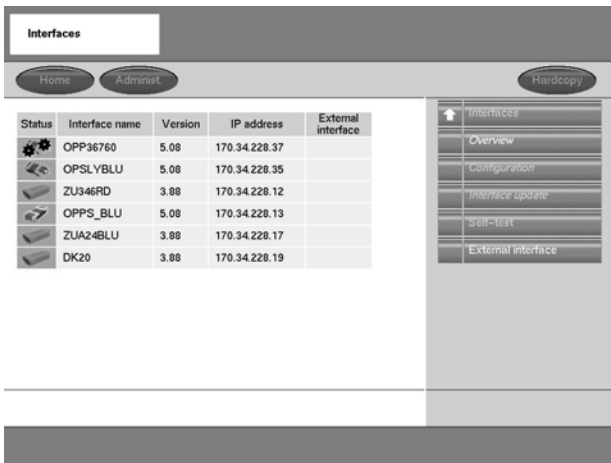
**Note:** Programming sessions are performed from the selected SSS. Select if possible the SSS that shows the lowest load.

Operating status	Sessions available	Version CIP	SSS name	IP address	External SSS
usable	0 / 5	16.00	SSS_36760	170.34.228.36	

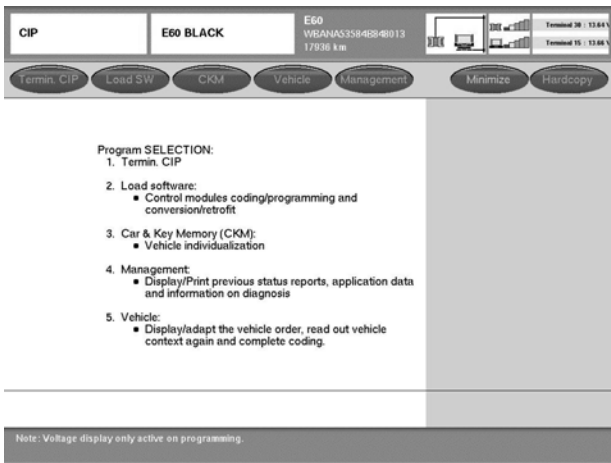
Please select SSS in the table



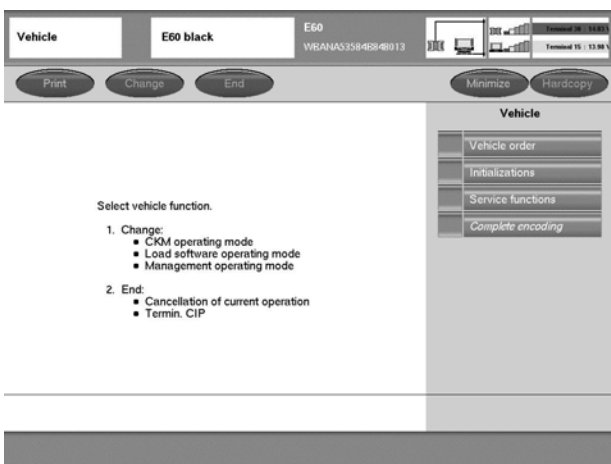
4. Press **“New Session”** on the Progman Homepage screen to start CIP.



5. Select the correct diagnostic head/OPS/OPPS out of the list, then name the session.  
 6. Choose the model.

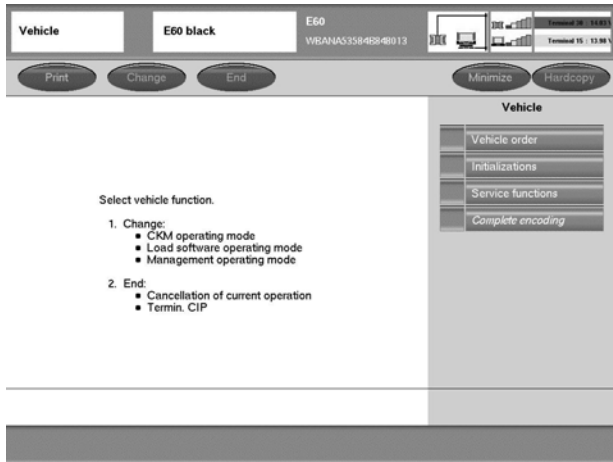


7. Press **“Vehicle”** at the screen with the text **“Program SELECTION:”**

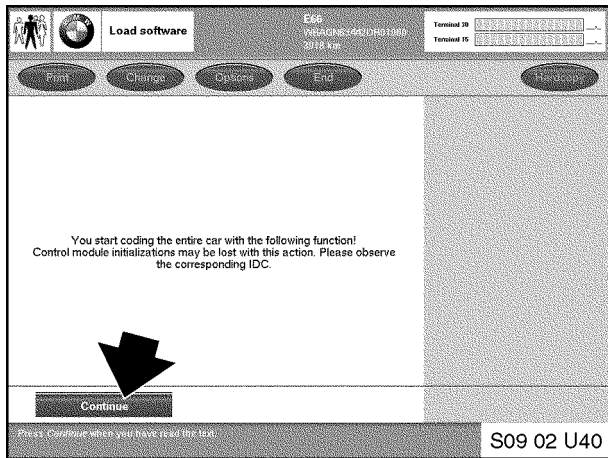


8. A screen with the text **“Select vehicle function”** will be displayed when the car is up to date. Then exit CIP.

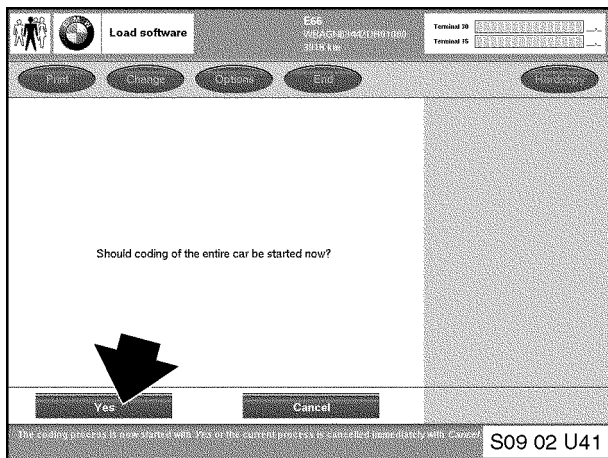




9. Select "Complete Encoding".

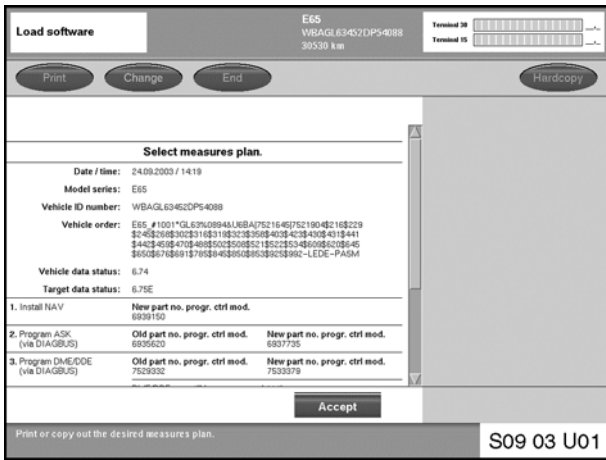


10. Press "Continue" at the screen with the text: "You start coding the entire car with the following function! Control module initializations may be lost with this action.."



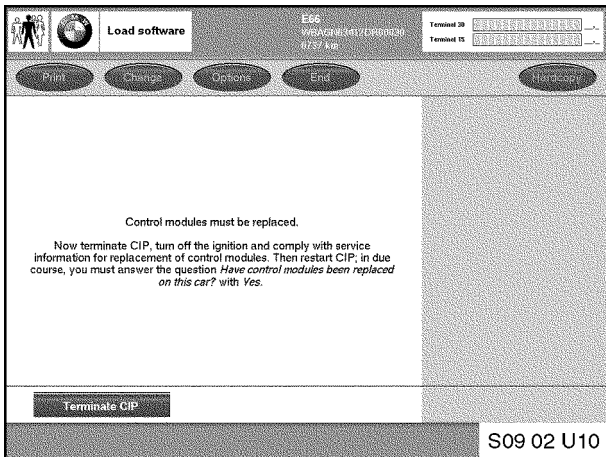
11. Press "Yes" at the screen with the text "Should coding of the entire car be started now?".

12. Accept the measures plan and follow the on-screen prompts for coding.



13. The Measures Plan is then displayed. It shows the current *Vehicle data status* and the *Target data status*
14. **Print out the Measures Plan and attach it to the Repair Order to document the work performed!** It is very important to be able to refer back to the Measures Plan at later stages of programming.

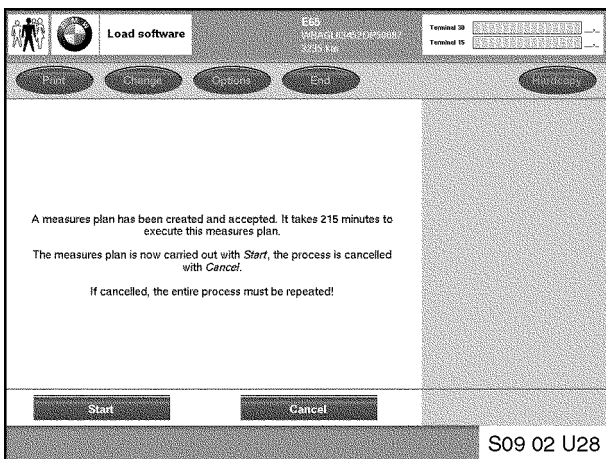
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- 15a. If the Measures Plan identifies any control modules to be replaced, **“Terminate CIP”** and replace any listed control modules and start procedure **A.** at step 1.

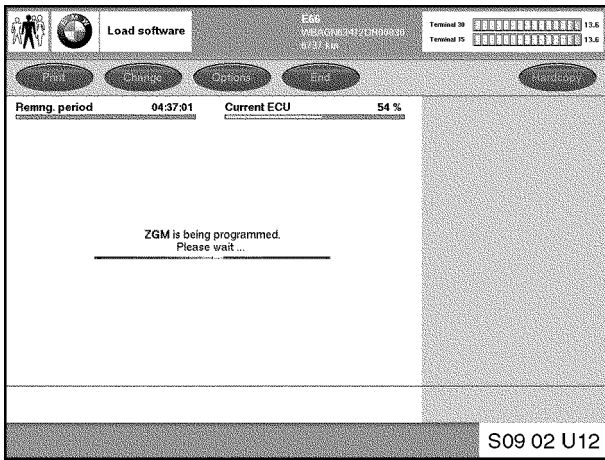
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- 15b. If the Measures Plan identifies any control modules to be “Installed”, refer to C. “Troubleshooting” Situation 2.
- 15c. If the Measures Plan lists only control modules to be programmed (no control modules to be replaced) press **“Accept”** and continue with step 16.



16. The next screen displays approximate programming time.
17. Before starting programming ensure that nobody will disturb the car while programming, also the windshield must be unobstructed because the wipers can move during programming.
18. Press **“Start”** and follow the on-screen instructions to prepare the vehicle for programming. Each control module will be programmed and coded in turn.

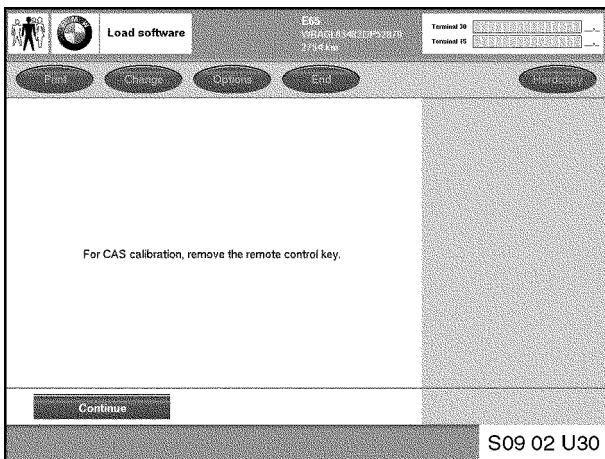
P  
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Screen shows programming status together with battery voltage (KL15 and KL30) in top right corner of the screen.

In case of parallel programming the two modules that are programmed at once are shown side by side.

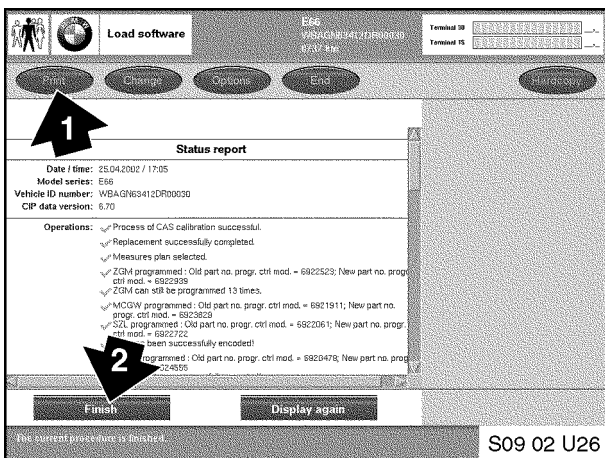
Note: Not every programming session makes use of parallel programming. This depends on the software level and the equipment of the vehicle.



- Note: If CAS appears in the Measures Plan it will be the first module to be programmed. It is programmed with ignition off. Follow the on-screen prompts to remove the key.

PROCEDURE B

19. After programming has been completed, follow the instructions for initializing or adjusting the programmed modules. If the procedure needs to be carried out using "Diagnosis", **print out the appropriate instructions** for later reference.



20. Print out (1) the screen with the text "*Final report*" and attach it to the Repair Order to document the work performed. It is very important to be able to refer back to the "Final Report" at later stages of programming. Press "*Finish*" (2).

PROCEDURE B

21a. In the case where the Final Report identifies some modules with an "x", refer to Procedure C. "Troubleshooting" Situation 3.

21b. In the case where the Final Report identifies all modules have been programmed correctly (all check marks and all troubleshooting has been completed) continue with step 22.

22. Press "**Change**" (not applicable to vehicles without CKM)

23. Press "**CKM**"

24. Compare the current CKM settings with the printout produced before programming and adjust them if there are differences.

- Carry out the additional adjustment or initialization in diagnosis for the programmed modules (e.g. SZL, ARS, AFS) and refer to the printouts of step 19.
- For **BMW Assist™** initialization refer to SI B84 15 03
- Any replaced control modules that do not function correctly, may require additional initialization. Refer to the appropriate Functional Description in the DISPlus/GT1 for the initialization procedure.
- Check the CBS data in the vehicle Control Display. Refer to attachment #3 “CBS Plausibility Check Sheet” for plausible values based on either the vehicle mileage, or the age of the vehicle.  
 Note: The age of the vehicle can be calculated by noting the vehicle production date on the vehicle “B” pillar, and subtracting this from the current date (in months).
- Reset and correct any CBS values that are not plausible (see Procedure D)
- Switch to “Diagnosis”, clear fault codes and check functionality.
- Remove the remote control key.
- After CAS goes to sleep (start/stop button light goes out) recheck for stored fault codes.

**Procedure C. Troubleshooting**

The following pages address fixes for various situations which may occur during, or after programming. These situations are summarized as follows:

- **Situation 1:** When Control Modules do not respond correctly or can not be coded after programming.
- **Situation 2:** Certain Control Modules are listed to be “Installed” in the Measures Plan that was produced before any programming was carried out.
- **Situation 3:** Control modules are marked with an “x” in the Final Report after programming.
- **Situation 4:** The fix from Situation 3 does not work for some modules.
- **Situation 5 (E65/E66 only):** The fix from Situation 4 does not work for the ASK
- **Situation 6:** When starting CIP at an E65/E66 the screen gets stuck on "**The vehicle order is being determined**"
- **Situation 7:** After programming the CAS (Car Access System), the remote control key cannot be inserted into the CAS.
- **Situation 8:** After programming the SZL (Satellite Switch Center, Steering column), the SRS and DSC warning lamps are on
- **Situation 9:** After programming, the RLS, PDC and DWA are inoperative.
- **Situation 10:** After performing a programming update the airbag light is on.
- **Situation 11:** After programming the error code “CIPBLIB-CODE (10002)” appears in the “Final report”.
- **Situation 12:** After a programming abort and restarting CIP the “Status Report” indicates that VVT1 and VVT2 must be retrofitted.
- **Situation 13:** After a programming abort and restarting CIP the “Status Report” indicates that SINE must be retrofitted.
- **Situation 14:** The fix from Situation 4 does not work for the CD.
- **Situation 15:** GT1 (not SSS) locks up during programming session.

### Situation 1:

When Control Modules do not respond correctly or cannot be coded after programming.

#### Fix:

- Disconnect the OBD connection of the diagnostic head / OPDS.
- Remove the remote control key.
- Disconnect the battery charger.
- Disconnect the battery ground.
- Wait 16 minutes.
- Connect all again and turn on ignition.
- Continue former work.

### Situation 2:

Certain control modules are listed to be “Installed” in the Measures Plan that was produced before any programming has been carried out.

#### Fix:

Shut down CIP

Start “Diagnosis” and make a short test to confirm all control modules are operational.

Restart CIP

### Situation 3:

In case of programming abort, some modules will be marked with an “x” in the Final Report after programming.

#### Fix:

1. Do not terminate CIP.
2. Select one of the modules, that appear in orange, from the control module list on the right side of the screen after pressing “Finish” at the “Final Report”.
3. Select “Programming”.
4. Select “Update software”.
5. The Measures Plan is then displayed.
- 6a. If the Measures Plan lists only control modules to be programmed (no control modules to be replaced) press “**Accept**” and continue with Procedure A step 15.
- 6b. If the Measures Plan identifies any control modules to be “Installed”, refer to C. “Troubleshooting” Situation 4.

**Situation 4:**

When **Fix from Situation 3** does not work, the modules that are identified to be “installed” must be programmed using “Special Measures”.

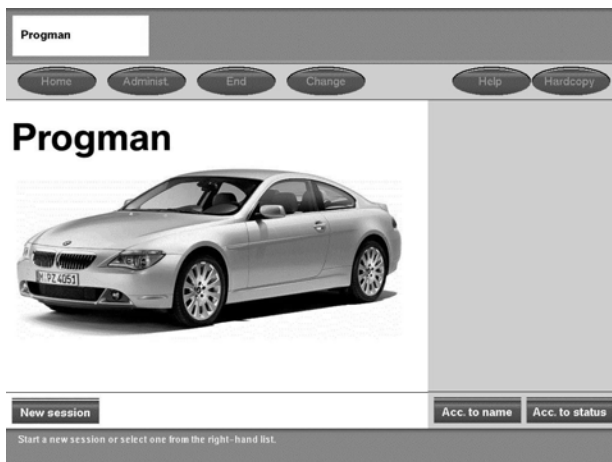
Since CIP19.0, all modules on the MOST-bus except gateways cannot be programmed with special measure. To avoid the CCC and other MOS-bus modules getting damaged by ignoring the right programming order, these modules can only be updated by using the “update software” function (see Attachment #2 “Flowchart for Update Software”).

**Fix:**

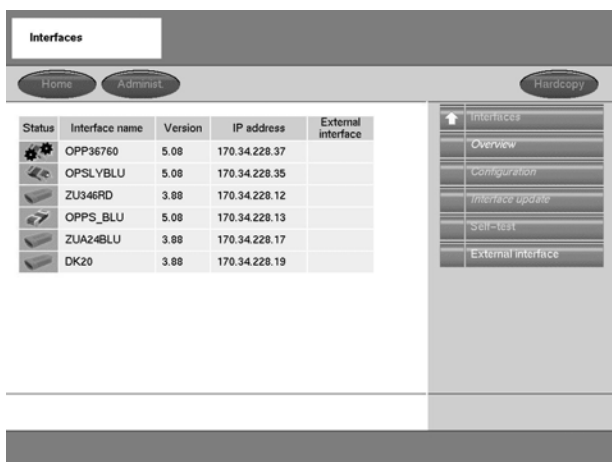
Program control module(s) using Special Measures in the order they appear in the Final Report (see attachment #2 “Flowchart for Special Measures”):

Note that if MOST bus gateways (as MCGW or ASK) are marked with an “x” in the “Final Report” for a programming fault, the whole MOST bus network will be non-functional. After reprogramming the gateways (as indicated on Final report) with Special Measures, the MOST bus function will be restored, after which the remaining MOST bus control units can then be programmed as described in Situation 3.

1. Terminate CIP.

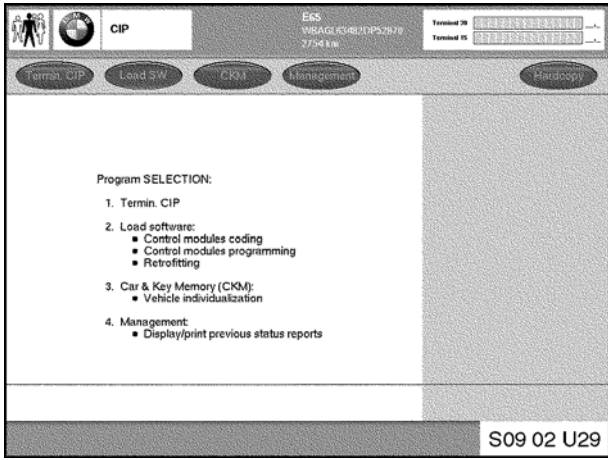


2. Press “**New Session**” on the Progman Homepage screen to start CIP.

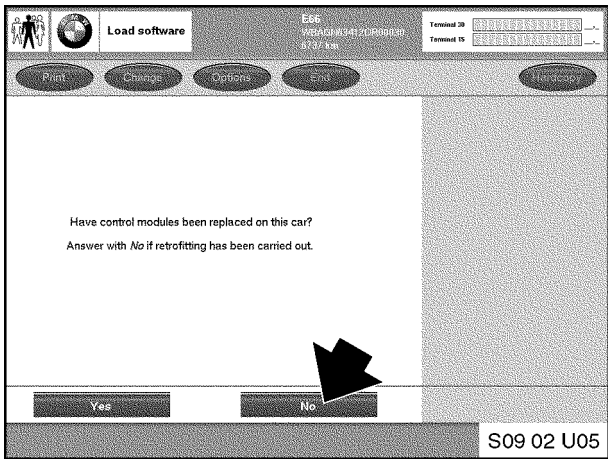


3. Select the correct diagnostic head/OPPS out of the list, then name the session.
4. Choose the model.

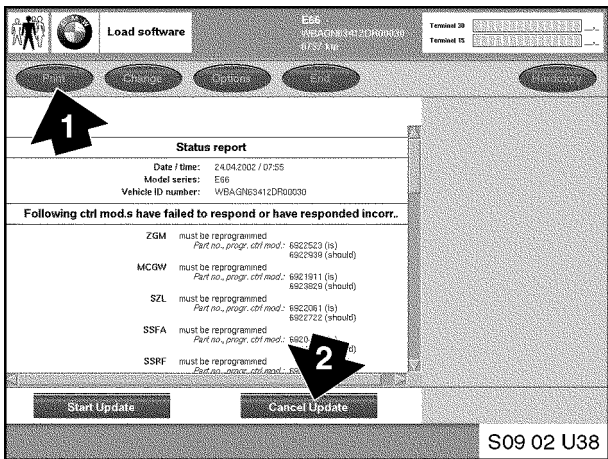
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5. Press **“Load SW”** at the screen with the text **“Program SELECTION:”**

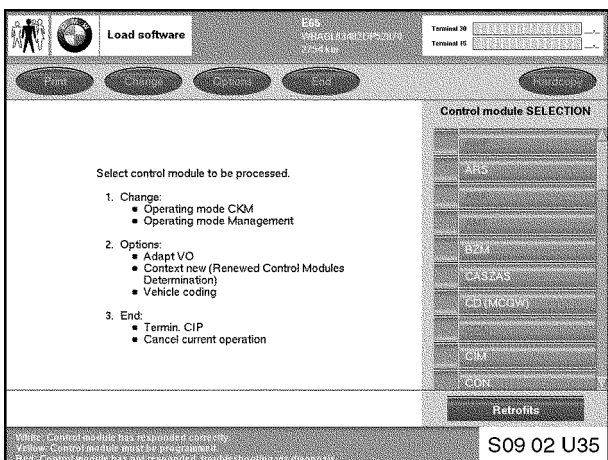


6. Answer **“No”** at the screen with the text **“Have control modules been replaced on this car? Note: For retrofits press No”**.



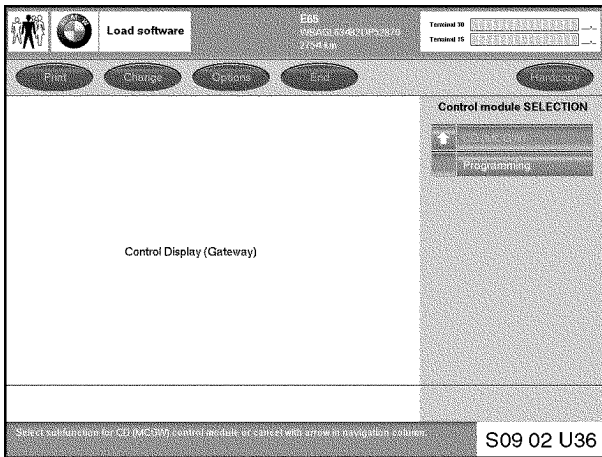
7. **Print out the screen with the text “Status report”** and attach it to the **Repair Order to document the work performed.**

8. Press **“Cancel Update”** at the screen with the title **“Status report”**.

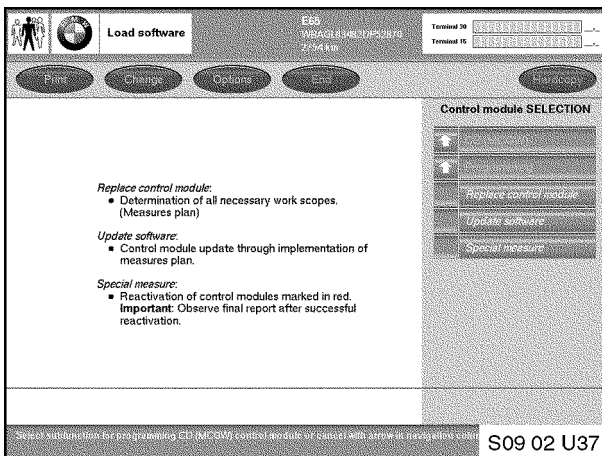


9. At the screen with the text **“Select control module to be processed”**, the modules to be **“Special Measured”** will appear in red. These modules must be programmed in the order they appear in the Final Report.

10. Identify the first module to be programmed from the Final Report and then select this module on the screen.

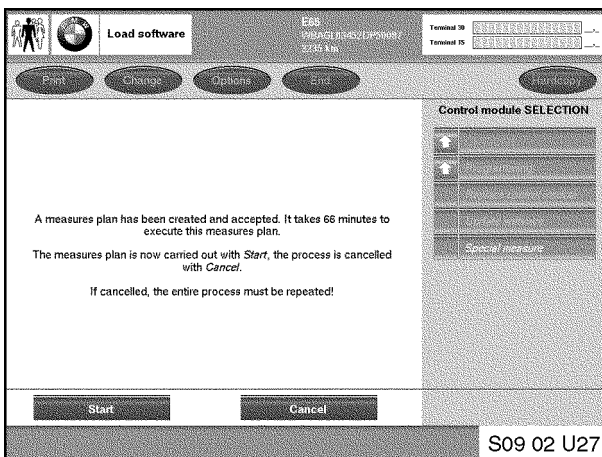


11. Press **“Programming”**



12. Press **“Special measure”** at the screen with the text *“Replace control module: Update software: Special measure.”*.

13. Make sure that the ignition is turned on and confirm the appropriate messages.



14. Press **“Start”** at the screen with the text *“A measures plan has been created...”*.

15. The module is programmed and coded.

16. After programming and coding has been completed, follow the instructions for initializing and setting the programmed module.

17. **Print out the screen with the text “Final report” and attach it to the Repair Order to document the work performed. Press “Finish”.**

18a. If programming was not successful try twice:

- Disconnect the OBD connection of the diagnostic head / OPDS.
- Remove the remote control key.
- Disconnect the battery charger.
- Disconnect the battery ground.



- Wait 16 minutes.
- Connect all again and turn on ignition.
- Restart procedure C. "Troubleshooting" Situation 4 at step 1.

18b. If programming was successful continue with step 9 for next module marked in red.

19a. When all modules marked in "red" have been successfully programmed, but some modules at step 9 are marked in "orange", return to procedure B step 1.

19b. When all modules at step 7 are marked in "white", return to Procedure B, step 21b, to complete the programming process.

### Situation 5 (E65/E66 only):

When **Fix from Situation 4** does not work for the ASK proceed as follows:

#### Fix:

Either:

1. Connect the OPPS head to another E65 **of the same model year**.  
**It is very important not to mix up the I-levels.**
2. Follow Procedure C. Situation 4 (with selecting ASK in step 9) until the screen with the text "*A measures plan has been created...*" is displayed. **Don't go any further.**
3. Swap the OPPS back to the problem vehicle and continue programming.
4. Press "**Finish**" at the screen with the text "*Final report*".
5. Exit CIP  
Note: **It is very important to exit CIP at this point to avoid any vehicle data corruption.**
6. Restart CIP
7. Recode the vehicle.

Or:

Replace the ASK

### Situation 6:

When starting CIP at an E65/E66 the screen gets stuck on "**The vehicle order is being determined**"

#### Fix:

1. Call the Technical Hotline for a special "Vehicle Order" diskette.
2. Connect OPPS to Vehicle along with battery charger.
3. Disconnect ZGM module located behind glove box
4. Start CIP
5. The CIP program will try to read the Vehicle Order and will display the following message.

**"The Vehicle Order is incorrect or could not be determined:**

**The correct vehicle order can be obtained from the Hotline.**

**Insert the diskette with the correct vehicle order in the tester diskette drive and**

**Otherwise Terminate CIP or try again to read out the vehicle order by pressing Repeat”**

6. At this point reconnect the ZGM module.
7. Install supplied diskette in drive and press continue.
8. The tester will display that the "Vehicle order has been read out" after a few seconds the CIP opening screen will be displayed.
9. Select "**Load Software**" button
10. Answer "No" to have any control modules been replaced
11. After the status report is displayed select "**cancel Update**"
12. When the list of controls is displayed on the right select LM (light module)
13. Press "**Programming**"
14. Press "**Special Measure**" at the screen with the text "*Select subfunction for programming control module or cancel with arrow in navigation column.*"
15. Make sure that the ignition is turned on and confirm the appropriate messages.
16. Press "**Start**" at the screen with the text "*A measures plan has been created...*".
17. The module is programmed and coded.
18. Remove Floppy and restart CIP and you should be able to work with CIP now.

**Situation 7:**

After programming the Car Access System (CAS), the remote control key cannot be inserted into the CAS.

**Fix:**

- a)
  1. Select "**Hardcopy**" to print out the screen with the text "*Programming of the CAS control module is completed. To continue, insert the remote...*"
  2. Do not terminate CIP and follow the instructions on the printout.

b) When **Fix from Situation 7 a)** does not work proceed as follows:

1. Remove driver sidekick panel.
2. Put jumper between pin 1 (wire colors green/red) and pin 16 (wire colors red/blue/yellow) at the back of the OBD II socket.
3. Connect the OPPS.
4. Follow Procedure C. Situation 4 (with selecting CAS in step 9).

**Note: Remove jumper when prompted to remove the remote control key**

5. Follow on-screen prompts to finish the procedure.
6. If CAS was not able to be programmed follow Procedure C. Situation 1 to reset the vehicle and try Procedure C. Situation 7 again.

c) When **Fix from Situation 7 b)** does not work for an E65 proceed as follows:

1. Connect the OPPS to another E65 **of the same model year.**

Note: Vehicles with target data status "E065-xx-xx-8xx (as shown on the measures plan) belong to model year 2005 and earlier. Vehicles target data status "E065-xx-xx-5xx belong to model year 2006 and later.

**It is very important not to mix up the I-levels.**

2. Follow Procedure C. Situation 4 (with selecting CAS in step 9) until the screen with the text “*For CAS calibration, remove the remote control key*” is displayed. **Don't go any further.**
  3. Swap the OPPS back to the problem vehicle and continue programming.
  4. Press “**Finish**” at the screen with the text “*Final report*”.
  5. Exit CIP  
Note: **It is very important to exit CIP at this point to avoid any vehicle data corruption.**
  6. Restart CIP
  7. Recode the CAS
- d) When the former procedures do not work replace the CAS.

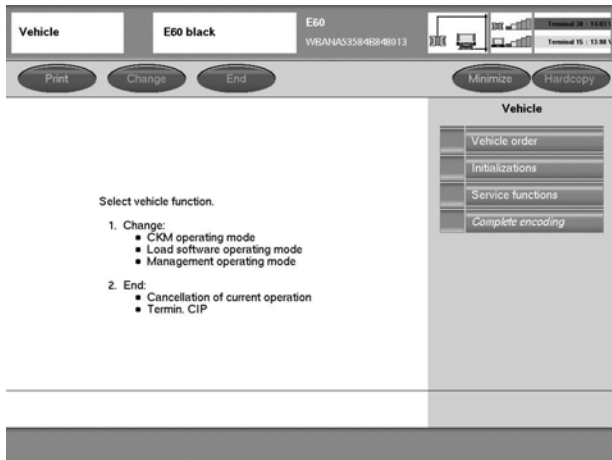
**Situation 8:**

After programming the SZL (Satellite Switch Center, Steering Column) of an E60/61, E65/66, the DSC light is on and the following faults are stored:

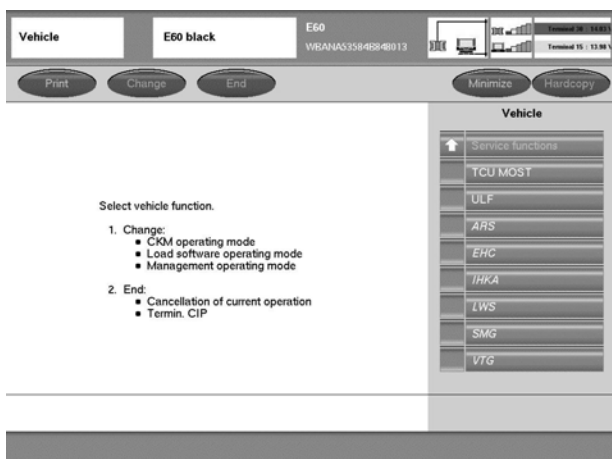
1. SZL 94EA Communication Steering Wheel Electronics
2. SZL 94EA Steering Angle Sensor mechanical fault
3. DSC 5EF4 Steering Angle Sensor, fault internal

**Fix:**

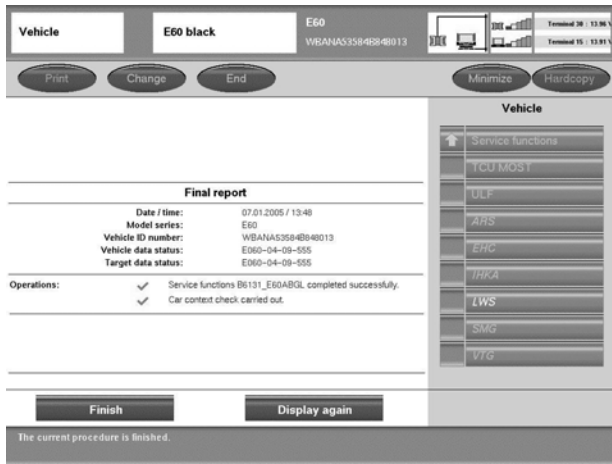
1. Finish “Final report”
2. Change to “**Vehicle**”



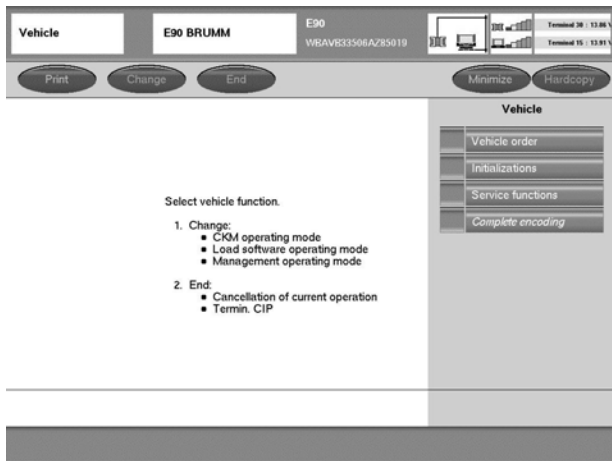
1. Press “**Service functions**” on the vehicle screen.



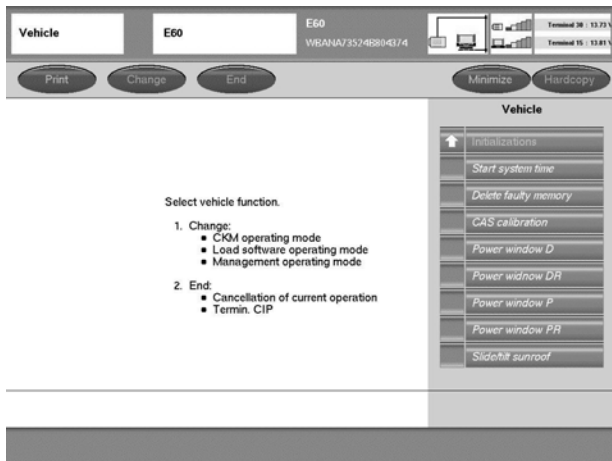
2. Select “**LWS**” and follow the on screen instructions.



3. After successful calibration, a “**Final report**” is given out.
4. Print out the Final Report and hit “**Finish**”.



5. Press “**Initializations**” on the Vehicle screen.



6. Hit “**Delete faulty memory**” and follow the on screen instructions to delete all fault memories.
7. Terminate CIP and make a test drive to confirm operation.

Alternatively you can calibrate the steering angle sensor using “**Diagnosis**” on the GT1.

1. After the “short test” press the right arrow
2. Select “Function Selection”
3. Select “Service Functions”
4. Select “Chassis”
5. Select “Steering-angle sensor”
6. Select “Adjustment, steering-angle sensor”
7. Select “Test Plan” and follow on-screen instructions
8. Delete all fault codes and test drive to confirm operation.

## Situation 9:

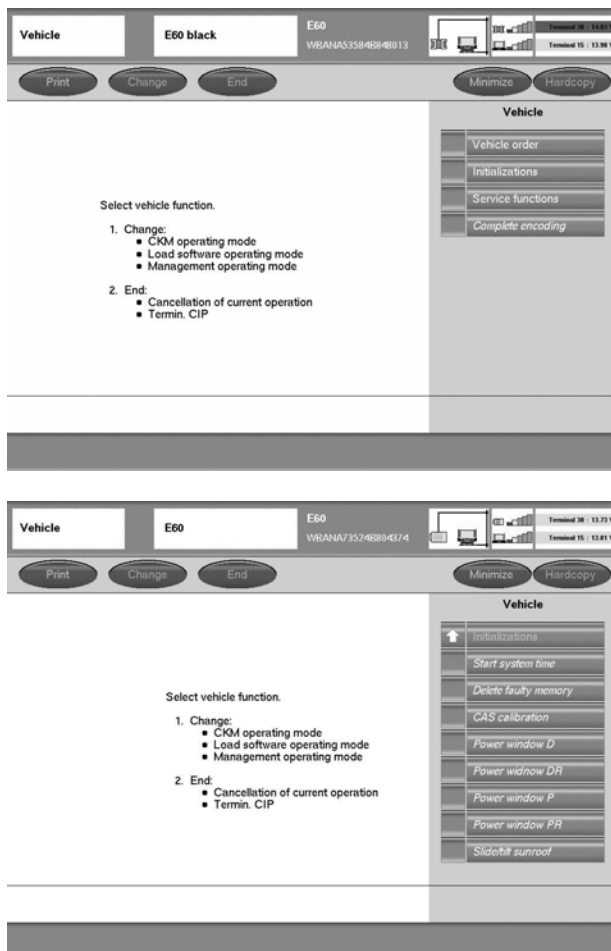
After programming an E65/E66 with CIP, the RLS, PDC and DWA are inoperative. CIP indicates that the control modules do not respond and must be replaced. The modules cannot be reprogrammed using Special measures.

Fix: Reprogram the Power Module using Special Measures (see **Fix from Situation 4**)

## Situation 10:

After performing a programming update the airbag light is on. One of the airbag system satellites has a “system time” fault stored.

Fix: Use Service Functions in CIP



1. Press “**Initializations**” on the vehicle screen.

2. Select “**Start system time**” and follow the on screen instructions.

Alternative: Start system time using DISPlus/GT1 “Service Function”.

1. Make a “short test” to determine the module with the “system time” fault
2. In “Diagnosis”, select “Function selection” / “Service functions” / “Body” / “ISIS control modules” / “Start system time “
3. Select the problem module from step 1
4. Press the “Test Plan” button
5. Press the right arrow
7. Select (1) “Start system time” and press the right arrow

### **Situation 11:**

After programming the error code "CIPBLIB-CODE (10002)" appears in the "Final report" because a module did not code correctly.

Fix: Recode the entire vehicle following **Procedure E**

### **Situation 12:**

After a programming abort and restarting CIP the "Status Report" indicates that VVT1 and VVT2 must be retrofitted.

Fix: Use fix from **Situation 4** to program the DME with "Special Measures".

### **Situation 13:**

After a programming abort and restarting CIP the "Status Report" indicates that SINE must be retrofitted.

Fix: Use fix from **Situation 4** to program the DWA with "Special Measures".

### **Situation 14 (E65/E66 only):**

When **Fix from Situation 4** does not work for the CD proceed as follows:

#### **Fix:**

Either:

1. Swap the CD to another E65 **of the same model year** and connect the DISplus/GT1/SSS to that car.

**It is very important not to mix up the I-levels.**

2. Follow Procedure C. Situation 4 with selecting CD in step 9.
3. Press "**Finish**" at the screen with the text "*Final report*".
4. Exit CIP.

Note: **It is very important to exit CIP at this point to avoid any vehicle data corruption.**

5. Swap the module and the diagnostic head back to the problem vehicle.
6. Restart CIP.
7. Recode the vehicle.

Or:

Replace the CD

### **Situation 15:**

GT1 (not SSS) locks up during programming session

#### **Fix:**

Use the right mouse button of the external keyboard to activate the sub menu and refresh the screen by moving the pointer to "Reload Frame".

**Procedure D. Resetting and Correcting Condition Based Service (CBS) Data**

Note: Correction of implausible CBS values is a (2) step process. First the value must be reset, then a correction factor must be applied.

1. In “Diagnosis”, select “Function Selection” / “Service Functions” / “Maintenance” / “CBS reset”, then press the “Test Plan” button

At the CBS reset screens, select in turn the individual parameters with implausible CBS values and follow the on-screen instructions to reset them.

Exit CBS reset

2. In “Diagnosis”, select “Function Selection” / “Service Functions” / “Maintenance” / “CBS correction, vehicle data”, then press the “Test Plan” button

At the CBS correction screens, select in turn, the individual CBS parameters to be corrected and follow the on-screen instructions to correct them. Refer to Attachment #4 “CBS Correction” for the correction factor(s) to be used. Note that if “Engine oil” is to be reset, this must be reset first, followed by other parameters in the order they are displayed on the screen. If this order is not followed, corrupted values will result. For example: “Engine oil” is listed #1, and “Microfilter” is listed #2. If “Microfilter” is corrected first and then “Engine oil” is corrected, the set value for “Microfilter” will be corrupted, and will have to be reset again.

Exit CBS correction.

**Procedure E. Coding**

1. If SSS is used to control the Programming Session directly continue with step 4.
2. If remote functionality of Displus/GT1 is used to control the Programming Session select “**Coding/Programming**”.

SSS selection

3. Select an available SSS in the network.

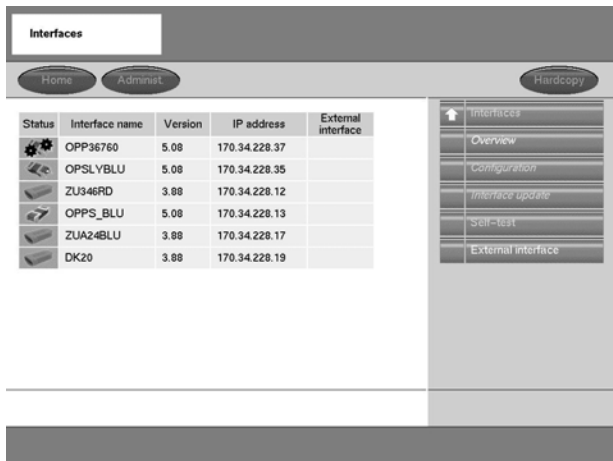
SSS overview (total: 1)  
Please select from the following list an SSS to which your terminal is to be connected.  
Note: Programming sessions are performed from the selected SSS. Select if possible the SSS that shows the lowest load.

Operating status	Sessions available	Version C/F	SSS name	IP address	External SSS
usable	0 / 5	16.00	SSS_36760	170.34.228.36	

Please select SSS in the table

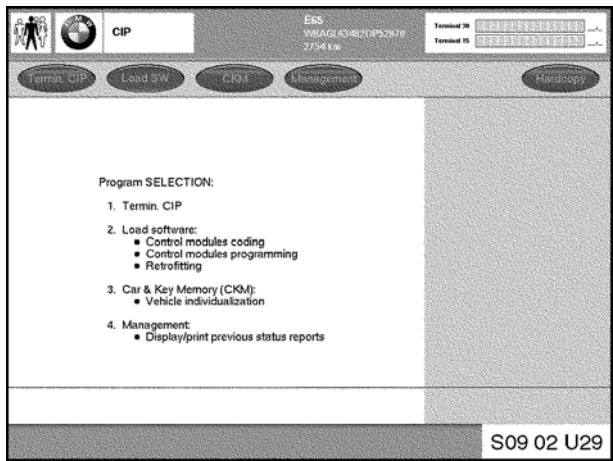


4. Press **“New Session”** on the Progman Homepage screen to start CIP.



5. Select the correct diagnostic head/OPPS out of the list, then name the session.

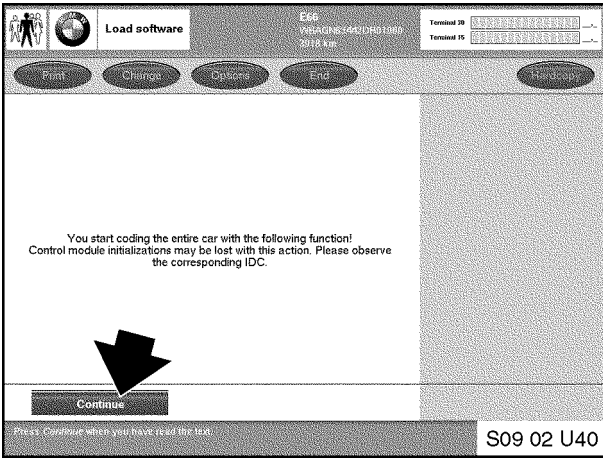
6. Choose the model.



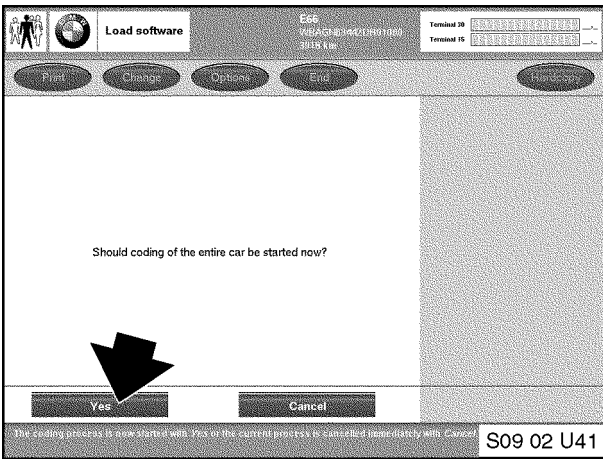
7. Press **“Vehicle”** at the screen with the text **“Program SELECTION:”**

8. Press **“Complete veh. coding”**



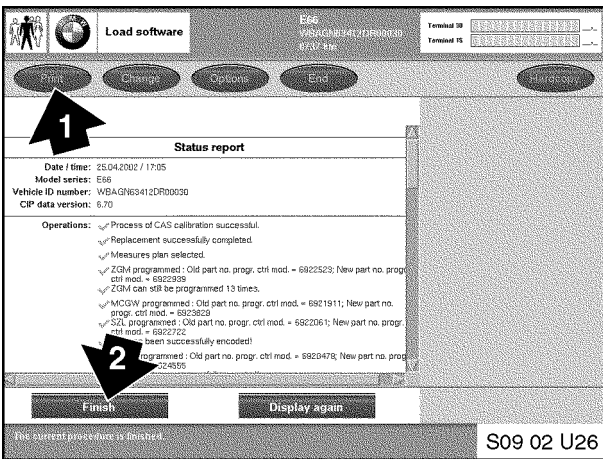


9. Press **“Continue”** at the screen with the text *“You start coding the entire car with the following function! Control module initializations may be lost with this action..”*



10. Press **“Yes”** at the screen with the text *“Should coding of the entire car be started now?”*.

11. Accept the measures plan and follow the on-screen prompts for coding



12. Press **“Print”** (1) to print the screen with the text *“Final report”* and attach it to the **Repair Order** to document the work performed. Press **“Finish”** (2).

## **WARRANTY INFORMATION**

Labor associated with Programming/Coding may be claimed under warranty when performed as part of a vehicle repair, and is covered under the terms of the BMW New Vehicle Limited Warranty. In addition, Programming/Coding may be claimed under warranty when it forms part of a Service Action or Recall.

If the repair is covered by a Service Information that contains a special Defect Code and Labor Allowance, this Defect Code and Labor Allowance must always be used.

For repairs that do not have a special Defect Code and Labor Allowance, the following may be used as a selection guide:

**Defect Code:** Selected from KSD based on the control unit that was the cause of the work being performed.

**Labor Allowance:** Selected from KSD based on the work that was carried out. The KSD provides labor operations for:

- Programming
- Initialization
- Settings
- Repeat programming

For repairs where the warranty claim is "programming only" (no parts replacement), the warranty claim must also include in the "Comments" section at least one of the following for justification:

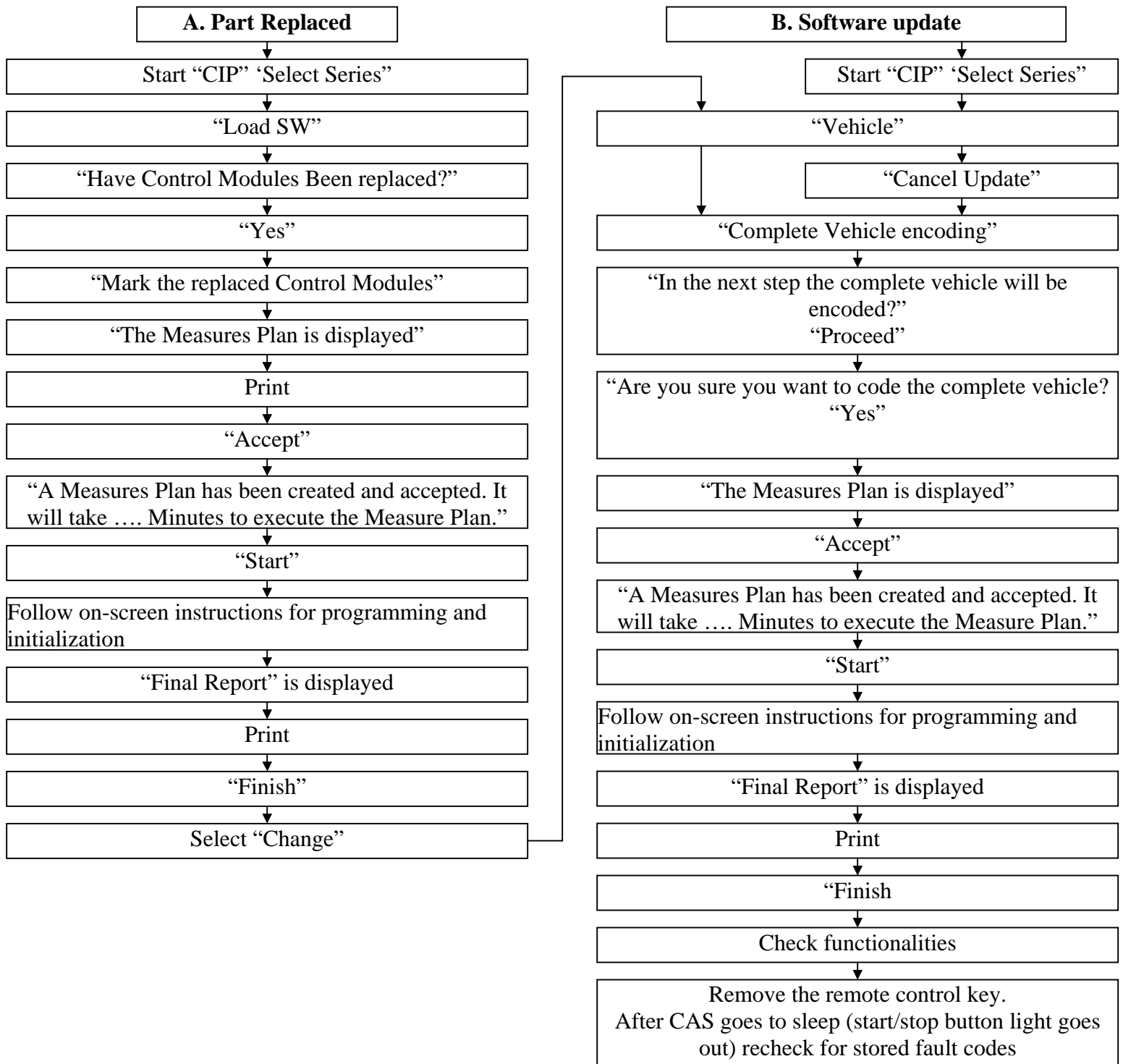
- The reference number of the related Service Information.
- The "GWCode" (Programming Validation Code) that is obtained when performing the test module during problem diagnosis.
- The number of the PuMA case, when programming was recommended by PuMA contact.
- The name of the FSE, when programming was recommended by FSE.

Also refer to SI B01 03 06 for warranty information

Note 1: All claims must be supported by copies of the original Measures Plan and copies of the Status Reports produced at each stage of the programming process.

Note 2: Setting of Vehicle and Key Memory is only reimbursable when a repair is performed which results in the loss of customer's settings.

## Flow chart for programming with CIP



### Flow chart for troubleshooting

**C. Troubleshooting**  
 (If modules have to be “Installed” and/or status report indicates module “has failed to respond/responded incorrectly”, or did not program correctly)

